



BIKE SAFETY TASK FORCE

TASK FORCE MEETING #1 - AUGUST 31, 2017

Legislated Topics 1, 2, & 3 from Chapter 836



Bicycling Legislation in Maryland

- What's On The Books
 - Definitions
 - Rules
 - Roles/Responsibilities
- Recent Legislation
- Unresolved Issue Areas



Definitions

- Working Draft of Glossary Provided
 - Will be updated throughout Task Force process
 - Highway: Pertains to both state and local roadways
 - Bicycle: Will use standard definition in statute (not address mopeds, etc.)
 - Pedestrians not included in Task Force mandate



Rules Of The Road

➤ Bicyclists

- Generally same rights & responsibilities as motorists
- Allowed on sidewalks only by local ordinance
- Ride as far to the right as possible when not traveling the speed limit
- Ride in marked bike lanes where present unless passing, turning, approaching hazards, or bike lane is not continuous



Rules Of The Road

➤ Motorists

- 3' Law: Avoid colliding with bicycles and pass at safe distance
- Yield right-of-way to cyclists in bike lane & shoulders
- Intentional 'dooring' illegal



Rules Of The Ride

- Equipment
 - Helmets required under age 16
 - Lights and reflectors required in poor visibility
- No bike parking:
 - In bus/taxi loading zones
 - Within 25' of intersection
 - Where bike would impede pedestrian traffic



MD Director of Bicycle and Pedestrian Access

- Reports to MDOT Secretary
- Responsible for:
 - Bike/Ped Policy
 - Conducting Plan/Project Reviews
 - Advising Secretary on Bike/Ped Issues
 - Conferring with MBPAC
 - Developing State Bike/Ped Plan



MD Bicycle Pedestrian Advisory Committee (MBPAC)

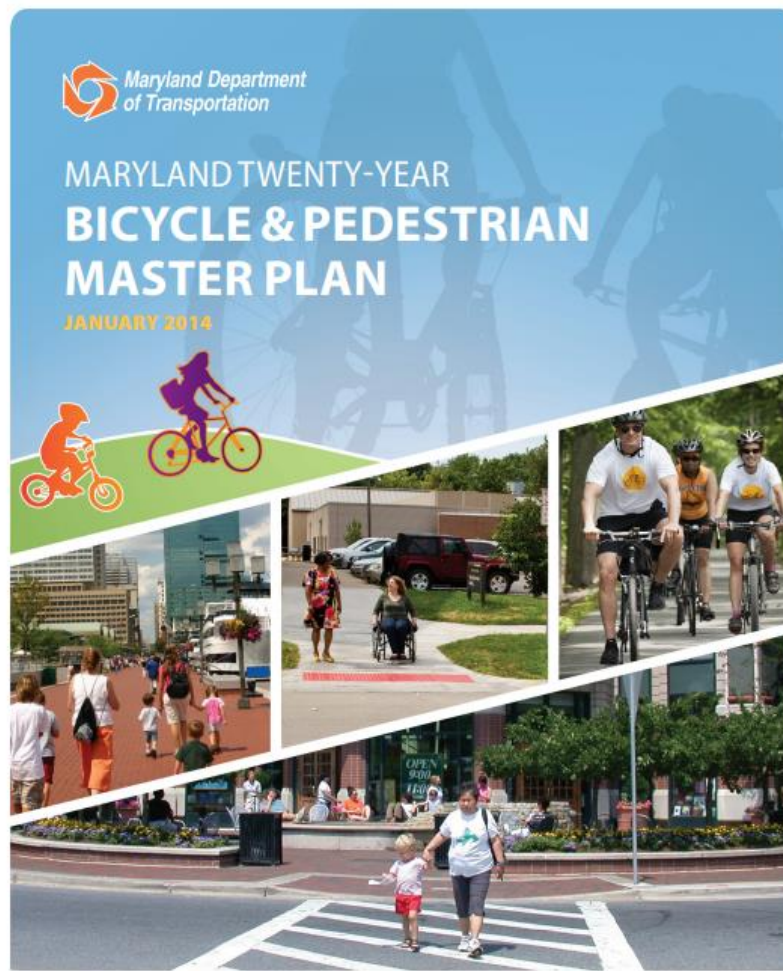
➤ Membership

- Up to 21 members, appointed by Governor
- State Agencies (8): Health, Planning, Natural Resources, State Police, Commerce, Office of Disabilities, Education, Transportation
- Up to 13 citizens from all 5 regions (currently filled)
- Provide guidance to all state agencies
- Meet at least quarterly on bike/ped safety, funding, education and awareness activities



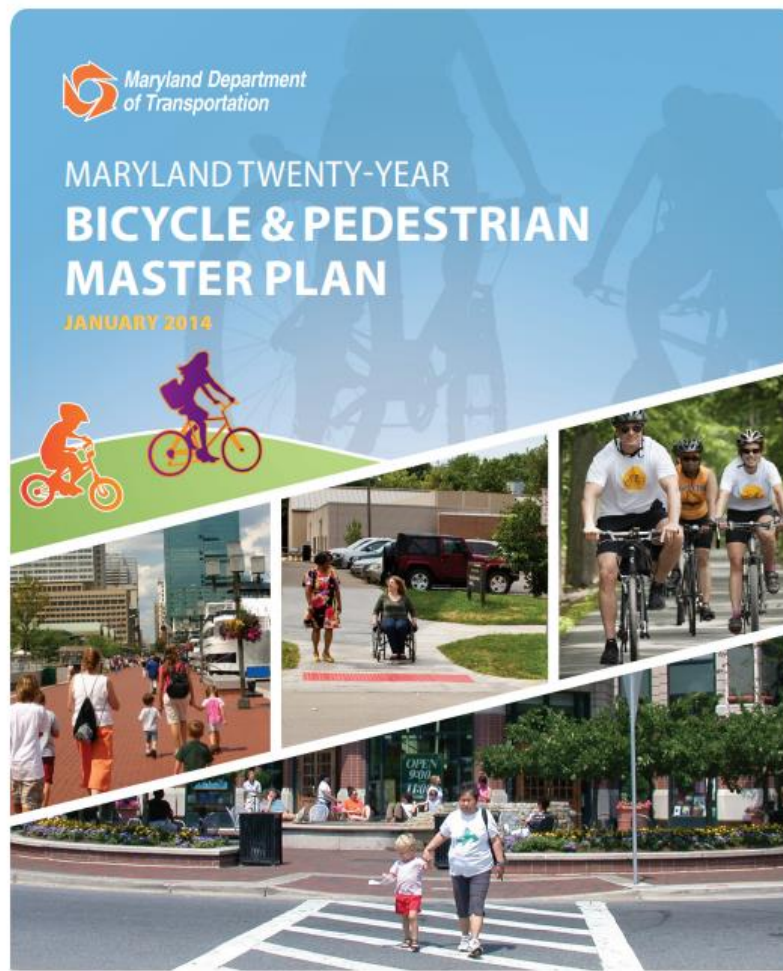
MD State Bicycle and Pedestrian Plan

- Maryland Bicycle & Pedestrian Master Plan
 - 20 year vision to make biking/walking integral to transportation in Maryland
 - Developed with Public/Stakeholder input
 - 2014: Full Network of on and off road, state and local infrastructure
 - 5 year update cycle with Maryland Transportation Plan (Update due for 2019)



MD State Bicycle and Pedestrian Plan

- Recommendations address:
 - Data & Resource Development
 - Infrastructure Needs
 - Funding
 - Other Initiatives
 - Objectives and strategies for prioritized goals.
- Sample Strategy:
 - Under Goal 2: Improve Safety “Incorporate new research and best practices for crash analysis, safety audit and mitigation regularly.”



- ## MD Bicycle Safety Task Force Meeting 1

The diagram illustrates a two-lane road with a center turn lane. The road is divided into three main sections: a left travel lane, a center turn lane, and a right travel lane. The center turn lane is marked with a double yellow line on the left and a single yellow line on the right. The travel lanes are marked with white lines. A solid white line separates the center turn lane from the right travel lane. A dashed white line separates the left travel lane from the center turn lane. The width of the center turn lane is labeled 'VARIES'. The width of the travel lanes is also labeled 'VARIES'. The diagram includes various lane markings and signs:

- CURB:** Indicated by a horizontal line on the left side of the road.
- GUTTER:** Indicated by a horizontal line on the right side of the road.
- DESIGNATED BICYCLE LANE:** Indicated by a horizontal line on the right side of the road.
- BICYCLE LANE LINE:** Indicated by a horizontal line on the right side of the road.
- BICYCLE LANE SYMBOL:** Indicated by a horizontal line on the right side of the road.
- TRAVEL LANE:** Indicated by a horizontal line on the right side of the road.
- BICYCLE LANE SIGN:** Indicated by a horizontal line on the right side of the road.

Additional details include:

- A tree on the left side of the road.
- A tree on the right side of the road.
- A car in the left travel lane.
- A car in the right travel lane.
- A person on a bicycle in the center turn lane.
- A person on a bicycle in the right travel lane.
- A sign on the right side of the road that reads "BIKE LANE" and "R3-17".
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MINIMUM SHOULDER WIDTHS FOR MARKED BIKE LANES

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POSTED SPEED LIMIT	TRUCK VOLUMES (%ADT)	SHOULDER/LANE WIDTH*
≤ 35 MPH	-----	4 FEET
> 35 MPH and ≤ 45 MPH	≤ 8% trucks	5 FEET
	> 8% trucks	6 FEET
> 45 MPH	-----	6 FEET

*Add 1 foot minimum to the shoulder/lane width if operating adjacent to traffic barrier, concrete barrier, a curb without a gutter pan, or on-street parking.

Bicycle & Pedestrian Priority Areas (BPPAs)

- Geographic area where the enhancement of bicycle and pedestrian traffic is a priority
- Tool to facilitate coordinated planning of bicycle and pedestrian facilities in areas with high potential for bicycling and walking
- Areas of interest and core criteria identified in Bike/Ped Master Plan.
- Jurisdictions apply, MDOT SHA designates in partnership with local jurisdictions (per statute)
- Focus on state/local network integration



Recent Legislation

- Cyclist may ride on shoulder or roadway of 50 MPH or more when:
 - No bike lane is present
 - Making left turns
 - Maintaining path continuity on shoulder to cross lanes
 - Passing another bicyclist
- Timing for BPPA designations
- Timing for Bike/Ped Plan updates
- Defines/Clarifies mopeds and e-bikes



Recent Legislation

- Pedestrians & Bicyclists Have Right-of-Way in Crosswalks
- “Coalrolling” Diesel Emissions Prohibited
- Motor Vehicles Allowed to use Shoulder to Pass Stopped/Left-turning Vehicles Must Avoid Conflicts on Shoulder
- Task Force on Bicycle Safety Established

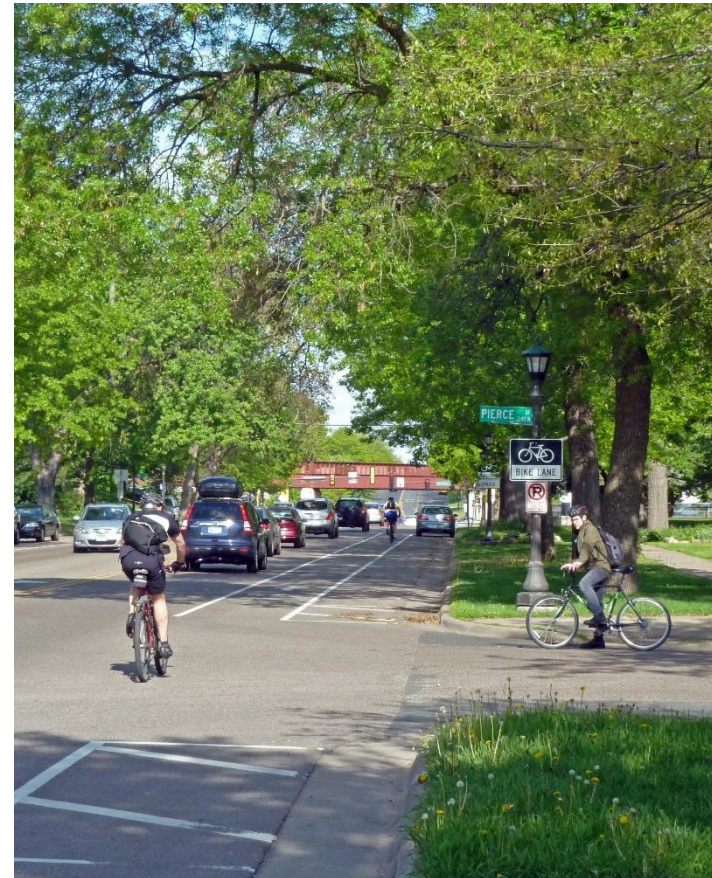


Photo Credit: Washington Post



Unresolved Issue Areas (Legislative)

- Bicycle Equipment (helmets, etc.)
- Maintain 3' in No Passing Zones
- Reckless/Negligent Driving Penalties (Ryan's Law)
- Vehicles Occupying Intersections for Turning Purposes
- Vehicle Lane Change Signal Requirement



Unresolved Issue Areas (Legislative)

- Required Use of Bike Lanes where Available
- Urban State Highway Classification & Speed Limits
- Traffic Control Devices (e.g., HAWK Signals)



Discussion: Legislative Issue Areas and Recommendations

